

1. Hurricane Information for the Marine Industry.

- a. The Captain of the Port (COTP) Mobile sends this information to the port community at the beginning of each hurricane season. The information discussed is based on lessons learned from previous hurricanes. Please review this document and, if necessary, revise your hurricane plans. Certain circumstances may require that the COTP make some provisions of this plan mandatory using the authority granted in 33 CFR 160 and 33 CFR 165. When this is necessary, affected parties will be notified via Broadcast Notice to Mariners, PEAT meetings, the COTP Mobile Voice Mail Announcement system, and the MSO Mobile Internet Site.
- b. Each deep-water port in the COTP Mobile zone has a Port Emergency Action Team with a COTP Liaison. These teams will advise COTP Mobile regarding actions pertinent to the port, such as when to close/open the port. Your COTP Liaison will serve as your direct link to the COTP; they have no assignment during hurricanes other than to address port concerns. Please make every attempt to resolve port issues through your liaison prior to making contact with the COTP.
- c. Ports and waterways may be closed to commercial traffic prior to the landfall of a hurricane. The closure is to ensure safety during and after heavy weather when communications might be severely damaged. This will allow time to complete bottom assessments and assess hazards to navigation prior to passage of commercial traffic. A port closure does not automatically mean that all vessels are required to leave port. Contact your PEAT liaison to express any needs or to request waivers.
- d. The COTP believes that when sustained winds of forty-eight knots or greater are imminent, evasion at sea is the safest course of action for all seaworthy deep-draft vessels. The low elevations along the Gulf Coast offer limited protection from strong winds; sheltered berths and anchorage's are limited. During a marginal threat, the COTP recommends that seaworthy deep-draft vessels await developments at anchorage to decrease the time required to reach open sea.
- e. Shallow-draft vessels that intend to seek shelter upriver should anticipate drawbridges closing due to high winds and proceed upriver before being trapped on the south side of a bridge. A prudent mariner should know under what conditions the bridges in your area would close.
- f. Permanently moored vessels and vessels in a laid-up status should have an updated hurricane plan on file with the COTP. Permanently moored vessels are expected to ensure moorings remain secure at the beginning of each hurricane season, and laid-up vessels must ensure that the COTP Waterways Management Branch is aware of all hurricane plans.
- g. Barge fleets, particularly those carrying red-flag cargoes, should make every attempt to reduce barge fleet populations upon notification of an impending hurricane. Tender vessels should be positioned for quick recovery in the event of a breakaway.
- h. After hurricane passage, the U.S. Coast Guard and U.S. Army Corps of Engineers will need to make assessments of all affected areas to ensure navigation safety.

Know that both agencies have an excellent record of rapid recovery along the Gulf Coast and know that both are working long, hard hours to restore waterborne transportation as soon as possible. The COTP uses the following priorities for the assignment of resources:

(1) Restore and/or provide essential services and commodities to enhance, facilitate and carry out efforts to support/restore public safety.

(2) Security and protection of the environment.

(3) Commercial interest with focus on survey and reopening of waterways.

- i. The following checklist may be of assistance and should be used as a guide for preparing for a hurricane.

(1) HURRICANE SEASON (1 JUNE TO 30 NOVEMBER)

- ☐ Review and update company and agency plans
- ☐ Conduct an inspection of your facility/vessel.
- ☐ Notify personnel and companies you need for response before and after the hurricane.
- ☐ Plan to provide maximum stability on all vessels.
- ☐ Plan to remove debris and missile hazards.
- ☐ As much as possible, secure your dangerous cargoes inside. Always abide by the applicable regulations.
- ☐ Double up mooring lines on barge fleets as much as possible. Ensure adequate head, breast, and stern wires are securely attached.
- ☐ Each ship/tug company should consider maintaining at least one tug on standby for call-out assistance.
- ☐ Arrange for tug assistance.
- ☐ Oceangoing vessels are encouraged to clear the port.
- ☐ Ballast down vessels. Put the outboard anchor at short stay. Maximize mooring lines. Maintain an engines readiness status, set navigation watch, and set a listening watch on Channel 16 VHF-FM.
- ☐ Inventory items needed to secure and double- up vessel.
- ☐ Arrange to complete cargo handling operations at least 12 hours before the storm arrives.
- ☐ Vessels and towboats with an arrival time of less than 12 hours prior to the time hurricane force winds are predicted should consider seeking shelter elsewhere.

- ☐ Secure and account for dredge piping.
 - ☐ Load product storage tanks to optimum level for withstanding storms, winds, and flooding.
 - ☐ Outer continental shelf and MODU operators ensure evacuation plans and procedures are timely and adequate.
 - ☐ As the storm draws near, conduct a final inspection of your facility/vessel.
 - ☐ Conduct post storm damage surveys and report results to your local Harbormaster.
- j. Information concerning the availability of ports and waterways can be obtained from the following sources:
- (1) COTP PEAT Liaison: This should be your primary source of information; the individual(s) assigned to this duty will be kept abreast of operations to the best of our abilities.
 - (2) COTP Mobile Voice Mail Announcement System: A new service offered this year, as a pilot program, is a port status voice mail announcer. Recordings as to the current status of port and waterway closures will be available to multiple callers. The port community is encouraged to use this service if your COTP PEAT Liaison is out of reach. The message will be updated every 4 hours or whenever a major change has occurred in the status of a port. This phone number is (251) 441-5080.
 - (3) MSO Mobile Internet Site: The COTP will use our Internet site to distribute hurricane-related information. This site will be continually updated with important information and you are encouraged to use the MSO Mobile Internet Site at the following address: <http://www.uscg.mil/d8/mso/mobile> ENTIRE AOR CLOSURE SAFETY ZONE

2. VESSEL HEAVY WEATHER PLANS.

- a. There are no "safe havens" identified within the Eighth District Area of operation for a vessel to safely survive threatening winds, hurricane force winds, or potential storm surges without creating a threat to the safety of the port and public welfare. The safest condition for the port during the arrival of a hurricane is when the inventory of vessels is at a minimum.
- b. Vessel owners/operators and agents will make every attempt to put their vessels to sea in the event a hurricane threatens a particular Eighth District port. All oceangoing commercial vessels and oceangoing barges greater than 200 gross tons are to depart the port area. The criteria for this requirement was chosen for the following reasons:
 - (1) "Oceangoing" is an important term because it creates a standard for vessel construction. For this planning effort, the term "oceangoing" is defined as U.S.

vessels with a Certificate of Inspection authorizing ocean service and foreign vessels possessing an international load line certificate, oceans route, registry vessels;

- (2) The load line rules apply to commercial/merchant vessels greater than 150 gross tons; and
 - (3) Master competency rules apply to commercial/merchant vessels greater than 200 gross tons.
 - c. In the event a commercial oceangoing vessel or Coast Guard certificated oceangoing barge over 200 gross tons is not capable of putting to sea, the person in charge of the vessel must submit a written request to the COTP to allow the vessel to remain in the port.
3. PERMISSION TO STAY. Vessels allowed to remain in port must have the decks clear of any missile hazards, potential pollution hazards, and flammable materials. All persons in charge must ensure hatches are secured for heavy weather. The following information at a minimum should be included in requests to the COTP to allow a commercial oceangoing vessel or oceangoing barge of over 200 gross tons to remain in port.
 - a. Vessel Information.
 - (1) Name, call sign, and official number of vessel.
 - (2) Nationality of the vessel.
 - (3) Name of the master.
 - (4) Name, address, and phone number of the agent, charterer or operator, and owner.
 - (5) Reason why the vessel is not leaving port.
 - (6) Provide full vessel characteristics that would be needed to effect salvage.
 - (7) Provide a full stowage plan and manifest to determine particular cargo and pollution hazards.
 - (8) Provide 24 hour contact and information on qualified individuals who have been empowered in writing by the owners to make on-site decisions and authorize expenditures for any required pollution response or salvage.
 - (9) Provide full insurance disclosure to the Captain of the Port, and if moored to a facility, to the facility.
 - (10) Vessel particulars as applicable (length, breadth, draft, air draft, gross tonnage, hull type, horsepower, single or twin screw).
 - (11) Number of personnel to remain on the vessel and their qualifications.
 - (12) Amount of ballast the vessel may hold.
 - (13) Amount of bunkers, lube oil, and diesel oil on board.
 - (14) Estimated draft with the vessel in ballast.
 - (15) Name of berth and location.
 - (16) Depth of water in the vessel's berth at mean low water.
 - (17) Availability of vessel's main propulsion.
 - (18) Describe how the vessel will be secured to the berth. Submit a diagram showing the mooring arrangements with the size, length and lead of mooring lines or wire.

- (19) Operational status of machinery on board (i.e., engines, generators, fire fighting pumps, bilge pumps, anchors and number of anchors, and mooring machinery, etc.).
- (20) Any unusual conditions affecting the vessel's seaworthiness.

b. Vessel Information Particular to Tug/Barge Units.

- (1) Name, call sign, and official number of tug and barge(s).
- (2) Nationality of the tug and barge(s).
- (3) Name of the master of the tug.
- (4) Name, address, and phone number of the owner/operator, charterer, and/or agent.
- (5) Reason why the tug and barge are remaining in port.
- (6) Provide full barge and tug characteristics that would be needed to effect salvage.
- (7) Provide a full stowage plan and manifest to determine particular cargo and pollution hazards
- (8) Provide 24 hour contact information of qualified individuals who are empowered in writing by the owners to make on-site decisions and authorize expenditures for any required pollution response or salvage.
- (9) Provide full insurance coverage disclosure to the Captain of the Port and any affected facility.
- (10) Tug and barge(s) particulars as applicable (length, breadth, draft, air draft, gross tonnage, hull type, horsepower, single or twin screw).
- (11) Ballast capabilities.
- (12) Will the tug be tending the barge(s) while in port?
- (13) Number and rating of personnel to remain on tug.
- (14) Amount of lube oil and diesel oil on board the tug and barge(s).
- (15) Name of berth and location.
- (16) Describe how the vessel will be secured to the berth. Submit a diagram showing the mooring arrangements with the size, length and lead of mooring lines or wire.
- (17) Operational status of machinery on board the tug and barge(s) (i.e., engines, generators, fire fighting pumps, bilge pumps, anchors and number of anchors, mooring machinery, etc.).
- (18) Any unusual conditions affecting either the tug's or barge(s)' seaworthiness.

4. VESSEL HEAVY WEATHER LAY UP PLANS.

- a. Vessels allowed to remain in port must have the decks clear of any missile hazards, potential pollution hazards, and flammable materials. All persons in charge must ensure hatches are secured for heavy weather. The following information at a minimum should be included in requests to the COTP to allow a commercial oceangoing vessel or oceangoing barge of over 200 gross tons to remain in port.

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| 1. Name of berth and location |
| 2. Time/Date of Plan |
| 3. Name, call sign, and official number of vessel |
| 4. Nationality of vessel |
| 5. Name of master |
| 6. Name, address, and phone number of agent |
| 7. Name, mailing address, and phone number of the charterer or operator |
| 8. Name, mailing address, and phone number of owner |
| 9. Vessel particulars including length and gross tonnage |
| 10. State the reason why vessel cannot leave port. Condition of vessel |
| 11. Number of personnel to remain on vessel and their qualifications. |

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| 12. Amount of ballast the vessel may hold |
| 13. Amount of bunkers, lube oil, and diesel oil on board |
| 14. Estimated draft with vessel ballasted |
| 15. Depth of water in the berth at low tide |
| 16. Availability of main propulsion |
| 17. Describe how vessel will be secured to the berth. Submit a diagram showing the mooring arrangements with the size mooring lines or wire. |
| 18. State the operational status of machinery on board (i.e. engines, generators, fire fighting pumps, bilge pumps, anchors and number of anchors etc.) |
| 19. Fire fighting capabilities of vessel |
| 20. Any unusual conditions affecting its seaworthiness. |
| 21. Communications aboard vessel, including telephone number and frequencies monitored. |
| The above criteria are a minimum standard. COTPs can require additional information or vessel action. The COTPs are best suited to determine the needs necessary to safeguard the ports within their area of responsibility. |
| <p style="text-align: center;">Submit this form to the Marine Safety Office Mobile at the following address:</p> <p style="text-align: center;">Commanding Officer USCG MSO Mobile 150 N. Royal St.</p> <p>Mobile, AL 36652-2924</p> <p style="text-align: center;">(251) 441-5677 or fax to (251)-6169</p> |